

The steersman evidently did not count on Elkes rolling to the foot of the incline, but that was what happened in a second time, and then the front wheel of the heavy motor struck the Glens Falls man in the head, splitting the skull. There were shouts of horror when the accident happened, and many women fainted. Gately was knocked off by the collision. Stinson leaped into the motor and also went over the side of the track. A number of policemen quickly carried the injured men to the training quarters, where physicians attended Stinson and Gately. It was seen at a glance that Elkes was beyond recovery, but he was hurried to the Massachusetts General Hospital in Cambridge, where he died. The ambulance before the ambulance had reached the institution Elkes died. His body will be sent to Glens Falls as soon as the necessary arrangements can be made. His father lives in Saratoga.

The front wheel of the heavy motor was bent all out of shape and was smashed in other ways. While the crowd gathered around Elkes's training quarters, a section of the platform gave way, dumping a lot of people in a heap, but no one was hurt.

Walthour and Moran continued to ride on the race. Walthour finishing a mile in the least of the three men. The time for the twenty miles was 20 minutes 50 2-5 seconds.

That the introduction of motor bicycles for pacemaking has added immensely to the dangers of cycle racing is recognized by the men who run them. The time for them has been increasing year by year and this year a mile in a minute has been the mark that several have been content to make. At such high speed any sort of a fall is dangerous, and no one knows it better than the men themselves. They frankly admit that they take their lives in their hands every time they follow motor pace.

The death of Elkes is the fifth one within two years due to motor racing, not to mention some very serious accidents that have disabled men. It is noteworthy, too, that nearly all the mishaps are due to tire bursting.

It was just two years ago yesterday that Miles and Stafford, two pacemakers, were killed on the track at Waltham, Mass., by running their motor tandem into a large pipe. In the winter of 1901-02, John Nelson was killed on the track at Madison Square Garden. In the spring of last year Archie McCaughy was killed on the new track at Atlantic City, and in the two later cases the accidents were due to tire bursting.

In the fall of 1901 Frank Starbuck had a fall on the Baltimore track that broke many bones and left him crippled for life. Last fall Ben Hur had a fall on the same track that caused three fractures in different parts of his skull. Monroe, by his surgeon's advice, now wears a helmet and armored shoulder while racing, and several of the other pace followers have heeded the example and now wear armor heavier than that of a football player to protect their heads and limbs.

THE MAMMUS MAY QUEEN.

Little Maud Goodman, whose father was in the Assembly, Crowned.

The Mammas of the Fifteenth district headed a lawn party of 3,500 children to Central Park yesterday and played host to the youngsters for the day.

The children assembled in front of his home in West Fourth street, and with two brass bands playing marched to the Park entrance at Fifty-first street. The grown relatives accompanied many of the children. Each child had received a red, white and blue cap, a small American flag and a piece of ribbon which entitled him or her to a share in the good things that were taken along in two wagons.

When they arrived at the Park the children got sandwiches, milk and candy, and later in the day they formed in line for cream and cake.

When not eating the children had various games. Little Maud Goodman, the daughter of former Assemblyman Goodman, was crowned Queen of the May, and James T. Wheeler, 10 years old, wore the crown of King consort.

OUT OF WORK, A SUICIDE.

Upshooter wrote that he could not support his family.

Henry Hahn, 45 years old, an upholsterer, of 100 West 109th street, committed suicide by inhaling gas in the Delaware Hotel, Thirty-fourth street and Third avenue, yesterday morning. The police found him in his effects \$182, a Royal Arcanum badge, and a letter to the Coroner in which Hahn said he had been out of work since Feb. 11 and was unable to support his wife and children.

SHOT HERSELF IN THE TEMPLE.

Just previously she had asked where the Baby's Temple was.

LONG BRANCH, N. J., May 30.—Mrs. Arthur Van Note, 26 years old, fired a bullet into her left temple to-day and died almost instantly. A few minutes before committing the act she asked her sister-in-law where the baby's temple was located. Mrs. Van Note had been alone but a few minutes when the shot was heard. Apparently there was no cause for suicide.

New Orleans Cotton Broker Kills Himself.

NEW ORLEANS, May 30.—Frank Emmett, formerly one of the most prominent cotton brokers in New Orleans, committed suicide last night by cutting his throat. He was a native of New Orleans and was 40 years old. He lost heavily in cotton some years ago. A few months ago he retired from business with a wrecked nervous system. This grew steadily worse, and his family physician recommended sending him to a sanitarium. The suicide occurred before this could be done.

New York University Alumni Meet.

The New York University Alumni Association held its annual meeting yesterday in the gymnasium at University Heights and elected these officers for the year: President, A. B. Carleton, '78; vice-president, A. W. Ferris, '78; secretary, R. W. Abbott, '88; treasurer, W. N. Hise, '88. Resolutions were passed thanking Mr. Miller and Dr. Greenleaf for their services last year.

OBITUARY.

Henry Buckley, for many years proprietor of the Greenwich street hotel bearing his name, died on Friday, at his home, 62 East 112th street, of pneumonia. Buckley was well known in Tammany and was a member of the Executive Club of the Third District Assembly district. He was one of Devere's friends. He leaves a widow and two sons.

TO GET AROUND THE WORLD.

EDITOR OF BRADSHAW'S PLEADS FOR THROUGH SERVICE.

Only Necessary to Arrange for Railroad and Steamer Connections and the Trip Could Be Made Comfortably in Sixty Days—The American Route.

LONDON, May 30.—Mr. Gerrard, the editor of Bradshaw's General Railway and Steam Navigation Guide, points out the fact that although there are 100 routes for any one who wants to go around the world there is no through service, as the trains and steamers do not connect, with one exception.

The ocean route of 25,412 miles from New Zealand via Cape of Good Hope and homeward via Cape Horn was covered in a Shaw, Savill and Albion steamer in about eighty-five days. He points out that the time now actually required to travel by the different sections of the overland route is less than forty-five days, and that the services of the railroads and steamers do not connect, the shortest time recorded for a round-the-world journey is sixty-three days, and that by the long sea instead of the overland route.

But the different sections of the latter are already so well served that it is even possible to go round the world in sixty days with ease and comfort. This would be a certainty if the companies arranged for the transference of passengers and mails at terminals. He continues:

"There are two main routes, one British and the other foreign. The former is controlled by the Canadian Pacific Railroad and the Peninsular and Oriental Line. The latter is controlled by the hours and days of sailing to and from Yokohama or Hong Kong would constitute a through mail service. The record time to or from Hong Kong eastward is 24 days. From Hong Kong to Vancouver it is 17½ days and from Vancouver to London 11 days, making a total of 62½ days. Therefore it is possible to maintain a sixty-day service around the world with an ample margin for contingencies and waits."

The editor proceeds to point out that the foreign route which is most likely to compete with the British service is the trans-Siberian express service which connects Vladivostok with the mail steamers for Yokohama by way of Teuriga. The crossing of the Pacific at high speed will be possible by the enormous steamers of the Great Northern Railway of which two are already afloat. The same company will convey through passengers from Tacoma to New York and there the ships of the International Mercantile Marine Company will bring them to Europe.

He urges the companies interested in the British route to hasten the linking of their connections before a through service is established between the Atlantic and Chinese ports by the other route, the first all-round through service is likely to be the best known and best patronized.

As against any possible argument that no one wants to go around in sixty days, he points out that if such a service existed, people would use it as far as they dared to go.

Quite recently a man in Wei Hai Wei posted two letters to London. One which came by way of Siberia arrived in twenty-eight days, the other by the western route in twenty-nine, yet a trip around the world by way of Wei Hai Wei can only be accomplished in certain seasons and with good luck in eighty days. With a sixty-day through service any place can be reached East or West within a month.

MARRIAGES THAT FAIL.

Big Increase in Separations and Divorces in England.

LONDON, May 30.—Official statistics just published of what might be called marriage failures for the year 1901 show a big increase in separation and divorce cases. In 1883 there were granted 82 separation orders, which was at the rate of 2.77 for 100,000 of population. In 1901 7,330 orders were granted, which is at the rate of 22.47 per 100,000. The divorce petitions numbered 750 in 1901. Of this number 491 were filed by husbands and 259 by wives.

There was a striking diversity in the number of separations in the various counties and towns. In London the percentage was 18, in Lancashire 46, and in Durham 48 per 100,000 of population. In Rutlandshire there were no petitions. In the towns of Blackburn and Bolton the percentage per 100,000 was 98, in Leeds 62 and in Liverpool 38.

NOT COUNT DE BOSDARI.

Man Arrested at Alexandria Not the Morgan Forger.

PARIS, May 30.—Information has been received here that the police made a mistake the other day when they arrested a man at Alexandria whom they supposed to be Count Maurice de Bosdari, the former London banker and art dealer, who forged the name of J. Pierpont Morgan to notes aggregating about \$150,000. The man, evidently a forger, was being sought suspiciously at Alexandria, and this attracted the attention of the police, who thought he was the defaulting banker, as he answered his description exactly.

Investigation proved that he was former Canon Rosenberg of Tours, who was wanted by the police on a charge of having obtained 70,000 francs from a divorced woman by promising to obtain papal authority for her to re-marry.

GERMAN EXPEDITION LOST?

Fear That the Antarctic Ship Gauss Has Been Wrecked.

BERLIN, May 30.—The Reichstag has voted \$125,000 for the relief of the antarctic expedition under command of Dr. Erich von Drygalski which left Germany on board the steamer Gauss in August, 1901. The expedition is now regarded as having been a failure. A station was erected at Kerguelen Island on Jan. 1, 1902, as a base of supplies for the Gauss. The majority of those left at the station, including Enzenberger, the meteorologist, succumbed to beriberi.

The Gauss started for the south. Nothing has been heard of her for a long time and it is feared that she has been lost. Preparations are being made, however, for a relief expedition in the middle of June, which is the latest time, according to the experts, that the Gauss could make her way out of the ice fields.

TO BAR RACING AUTOS.

Rumor That France Will Prohibit Delivery of Fast Machines.

PARIS, May 30.—It is reported that new regulations in regard to automobiles are under consideration which will forbid the manufacturers of motor cars from delivering cars that can attain a speed of more than twenty-two miles an hour. The manufacturers and dealers are very anxious about this report, as they believe such a regulation would kill the French export trade in these cars.

WE HEREBY CONDEMN, repudiate and openly challenge as false and malicious all statements to the effect that SOZODONT, the well-known dentifrice, is or ever was acid or contains any ingredient injurious to the teeth or mouth. The origin of these statements has been traced to certain irresponsible and unprincipled persons desiring to benefit thereby. We, therefore, publicly state and stand ready to prove SOZODONT to be not only non-acid but an acid destroyer, for by its alkaline reaction it neutralizes all destructive mouth acids. This statement is corroborated in hundreds of letters from our most eminent dentists.

HALL & RUCKEL, New York.

We will mail complete analysis to your dentist upon receipt of his name.

FIRST AID TO THE DROWNING.

Experiments With Methods of Artificial Respiration.

BRISTOL, May 30.—Prof. Schaefer has presented the report of St. Andrew's society, appointed by the Royal Medical Society in 1902 to investigate phenomena attending deaths from drowning.

Experiments made with a view of determining the amount of air that can be taken into and forced out of the lungs by various methods of artificial respiration were first attempted on dead bodies, but rigor mortis prevented any trustworthy results. The experiments were then made on living subjects, the conditions being that he should remain passive without making any attempt at natural respiration or by involuntarily closing the glottis prevent a free passage of air in and out of the lungs.

Ten methods of artificial respiration were tested. They included, first, the traction method recommended by Silvester, consisting of enlarging the chest by raising the ribs, the arms being dragged forcibly forward and upward by the side of the head; second, compression, recommended by Howard and Marshall Hall, which depends on the principle of squeezing the air out of the thorax by the pressure on its parietes and allowing fresh air to pass in by means of elastic reaction following the removal of the pressure; and, third, combinations of the above and modifications of the position of the patient.

The results showed that all were competent to effect a sufficient change of air to maintain oxygenation of the blood. The smallest amounts were yielded by the traction method pure and simple. The combination of the traction and alternating pressures gave results in some cases much larger than in others, and nearly as large as the amount in the trachea. The pressure alone proved inadequate means of effecting respiration.

Rolling, combined with pressure on the back, was also strikingly efficacious. The committee considered that this, and the even simpler method of rhythmic pressure on the back with the subject placed prone, should hold a prominent place in all recommendations for resuscitation of persons who are apparently dead from drowning.

HOW DO YOU SAY GOLF?

A Scotchman Writes About the Mispronunciation of the Word.

LONDON, May 30.—A Scotch golfer who played the game at St. Andrews in 1838, before the era of railways and long before the English took up the game, writes to the Times about the English mispronunciation of the national game, which he says distresses him.

He goes on to say that among gentlemen who had been in England or India and were free from the pronounced Scotch accent, the game was called golf. By accident and those speaking a broad Scotch it was called gowf. The phrase "folk play gowf" was pronounced by gentlemen "folk play golf," gowf rhyming with loaf, and by the caddies "folk play gowf." There was a third pronunciation, but it was an affectionate-gowf. Those who so pronounced it were supposed to speak high English, avoiding the broad pronunciation of the letter "g," so prevalent among the Scotch, and substituting "f." For "e" they used the short "i," as for example, "heffest sivin," for half past seven.

The Scotch golfer continues: "This particular dialect was greatly admired by my fellow countrymen. It was known to them as Edinburgh English, but even these did not sound the 'i' in gowf. Could they have foreseen what the actual future mispronunciation of the English on taking up the game would have been, with what joy would they have called it 'gawf.' It would have seemed to them 'so English.'"

The writer then quotes the rule that "before 'f,' 'k' and 'n' is silent if the preceding vowel is 'a' or 'o,' and is sounded if it is 'e,' 'i' or 'u.'"

NEW FRANCISCAN GENERAL.

Father Schuler Succeeds Father Fleming as Head of the Order.

ROME, May 30.—It was generally expected that at the meeting of the Franciscan to-day, Father Fleming, the well-known Liberal General of the order, would be re-elected. His term of office expired to-day. The members of the order, however, elected Father Schuler as the new General.

The substitution of a German for an Irish-American is attributed to the prevailing influence of Emperor William.

PELEE AGAIN IN ERUPTION.

Residents of Martinique Advised to Leave North Side of the Island.

PARIS, May 30.—A despatch from Fort de France, Martinique, says Mont Pelee, which wiped out several towns and killed over 30,000 people last year, is again in active eruption. The Council General at Martinique is urging the evacuation of the whole north side of the island.

PLOT AGAINST ITALIAN KING.

Three Anarchists Arrested at Mentone as Co-conspirators.

PARIS, May 30.—A despatch from Marcellines to the Paris says Secret Service agents have arrested three Italian anarchists at Mentone, who are suspected of being concerned in a plot against King Victor Emmanuel.

Philharmonic Election.

At the annual meeting of the Philharmonic Society on Tuesday last these officers were elected: President, Andrew Carnegie; vice-president, Richard Arnold; secretary, Felix F. Lefebvre; treasurer, Henry P. Schmidt; librarian, Robert Bantz; directors, Richard Klugeckel, Louis Koster, Gustav Dannreuther, August Roedelien, Ernest Bauer and Louis Schmidt; trustees, Anton Reiff, Carl Schatz and Philip Wautler. A conductor will be selected in September.

CAT JUMPS ON CHILDREN.

ATTACKS TWO AND SCRATCHES THEM BADLY.

Their Mother Beats a Retreat and Calls a Policeman Who Finds the Cat Making Circles Around a Room and Clubs It to Death—Tenants Much Excited.

A cat belonging to William Follis of 304 West 119th street had a fit or became suddenly vicious yesterday morning and attacked two of the Follis children, Martha, 11 years old, and Robert, 3 years. Martha was scratched several times on the face and also received a bad cut on the arm. The boy was not so badly hurt, although he got scratched a few times.

Mrs. Follis thinks that the cat was mad, because she says it had shown symptoms of madness for two days. The cat was killed by a policeman, who beat it to death with a club, after all the tenants in the house had been scared and he cat looked in a room.

The cat had been a member of the Follis household for about two years and no one had ever noticed anything vicious about it until Friday morning. Robert was playing with the cat then and it made a half spring for him. The boy was frightened and ran away and Mrs. Follis drove the cat into another room.

Yesterday morning Mrs. Follis went to see the parakeet, leaving Mrs. Follis, her five-month-old baby and the other two children in their rooms on the top floor. Not long after Follis went out Martha got the seizure of milk. The cat drank the milk and the girl went into the room to get something for her mother. The girl noticed that there was a glare in the cat's eyes and that it was frothing at the mouth.

Without any warning the cat jumped at the girl and dug its claws in her face. The girl threw the cat off her face and back again, this time getting a grip on the girl's sleeve, tearing the sleeve off and cutting the arm from the shoulder almost to the wrist.

Little Robert came running into the room then and the cat attacked the boy, springing to get out of the way the boy's balance and tumbling over. The cat struck him on the side of the face and clawed it enough to bring blood.

Mrs. Follis for the front part of the flat, ran in when she heard the children screaming. Martha ran into the hall and Mrs. Follis, who carried the baby in her arms, followed her. She found the cat on the hall. She left the children with a neighbor and then went back to her room to find that the cat had taken possession of the parlor and was tearing around the room. Mrs. Follis closed the door so that the cat couldn't escape, and then went out for a policeman. She found Policeman Green on the corner, and he went back with her. Everybody in the house had heard the children screaming, and when Green got to the top floor the hall was crowded with tenants.

Green says the cat was making circles with its feet, and the parakeet door. It was frothing at the mouth, and in one of its trips around the room had got tangled up with a table cover and upset a lamp. The cat was very vicious, and when it was dead, the cat, he says, was very vicious, but probably not mad.

Mrs. Follis had her children's wounds dressed, and said that she would have them cauterized.

FEW CARS RUN IN NEWARK.

Men in the Power House Strike for a Day of Eight Hours.

The new \$25,000,000 Public Service Corporation, which combined the northern New Jersey trolley roads and the electric and gas lighting of Essex and Hudson counties, is meeting its first labor trouble in the power house at Newark. The men in the boiler rooms of the Electric Light and Power Company in Newark have been working twelve hours a day for \$2.25.

Last Monday the firemen, coal passers and others employed in the boiler room demanded a day of eight hours at the same pay. On Friday night the men on the trolleys went out to work, and for three hours most of the street lights were out. The company got a lot of green men, principally Italians, and two were taking the place of each of the trained men on strike.

Yesterday morning all but two or three of the fifty men employed on the trolley power house adjoining that of the lighting company quit work in sympathy with the strikers and made the same demand. Several of the minor trolley lines were shut out and traffic upon them was suspended. Declaration Day usually brings the heaviest strike of the year, and the cars were packed in the middle of the day and early in the afternoon. The schedule was badly disorganized, and thousands walked after waiting unsuccessfully for a car upon which they could get foothold.

Strike Will Keep Alma Well Fed.

The strike among the workmen on the ten-thousand-dollar statue of Alma Mater, presented to Columbia University by Mrs. Robert Golet in memory of her husband, has compelled the authorities to abandon the hope of having the statue unveiled in commemoration week. The work will be completed, however, before the opening of the summer session in July.

To Talk Over Subway Wage Demands.

The Rapid Transit Contractors' Association and the Central Federated Union are to meet next Thursday to consider together the demands for changes in the wage schedule of various classes of workers in the subway. The union is in a position of force two years. The striking laborers' union is not likely to receive much consideration.

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NOTERMSSAY LUMBERDEALERS

UNIONS MUST SURRENDER TO END THE SHUT-DOWN.

Building Material Men Won't Recognize the Board of Building Trades or Deal With It—So Its Committee Need Not Talk About "Open" Yards.

Nothing but absolute and unconditional withdrawal of its support of the demands of the Building Material Drivers' Union by the Board of Building Trades, it was said yesterday, will end the shut-down in the lumber yards. It was further stated that the Board of Building Trades will not be recognized by the associations of dealers in lumber and building materials, and the strike committee of the board, when it tries to see the associations to suggest that the yards be reopened as "open" yards, will be received, if at all, as a committee of citizens only.

James Sherlock Davis, chairman of the Labor Committee of the Lumber Dealers' Association, speaking for himself, with the intimation, however, that he believed the other members of the association thought as he did, told a St. Louis reporter yesterday that the Board of Building Trades could make no conditions to the association, and could on no account be recognized by it. The only thing for the board to do, he said, "is voluntarily and unconditionally to withdraw its support from the Building Material Drivers' Union. Then our employees can come back to us unconditionally, if there are places for them. We have never recognized the union, which represents only a small proportion of the men, and we have had no dealings with the Board of Building Trades, so there is absolutely no reason why we should recognize it."

"We employ unskilled labor. The Board of Building Trades, which is supposed to represent the skilled trades, undertook to organize this unskilled labor, and now wants to use it to force recognition of itself upon us. We want the Board of Building Trades to let us run our own business. The only possible basis of settlement is the restoration of the conditions that existed before the board took the action which forced us to act."

Asked if as the Board of Building Trades had proposed concessions, the lumber dealers, for the public's sake, would not allow work to be resumed by making concessions, Mr. Davis said:

"Certainly not. The Board of Building Trades is the beaten party and knows it. It has tried to ruin our business and not having proved strong enough, now wants to propose concessions. There is no reason why we should take it into consideration at all. If we accepted conditions proposed by the board, we would simply be giving it a chance to hang on to us."

Some building-material dealers say that the yards could be opened successfully at any time with non-union men. The Board of Governors of the Building Trades Employees' Association will meet Friday to consider the general labor situation and advise upon it.

BRIDGEPORT UNION RIDDEN.

Prospect of Several More Strikes Tomorrow—The City Hard Hit.

BRIDGEPORT, May 30.—Next week promises to be an eventful one for Bridgeport in point of labor difficulties. Aside from the trolley men's strike and that in the building business, which are still in progress, demands are pending from the brewery workmen, the bakers' union, the moulders union, the machinists' union, the teamsters' union, and there is a general demand by the employees of several factories for a nine-hour day without change of pay.

Most of the demands will take effect on Monday. If by that time the various unions who have made their demands do not win strikes will follow. In general, the demands are for shorter hours and more pay. Business is suffering keenly in consequence of the trolley and building strikes.

The men have been idle for several weeks in the building business, and union workmen and their sympathizers are not riding on the cars. Most people living in suburban places and who trade in the city do not patronize the cars, some from fear of violence and others through sympathy with the strikers.

The city is confronted with the prospect of hard times this summer. It is duller now than it was during the bad times of 1893-95. Bridgeport is the hottest of unionism in New England. There are more unions here than in any other city in this part of the country, and they have large membership in proportion to the number of men eligible.

REJECTED UNION DEMANDS.

American Writing Paper Company Will Not Unionize Its Mills.

HOLYOKE, Mass., May 30.—The American Writing Paper Company to-day sent Eagle Lodge of the International Brotherhood of Papermakers its answer to the communication from the grievance committee of the lodge asking for an increase in wage for all employees, ranging from 20 to 30 per cent., and also asking for the cooperation of the company in "thoroughly unionizing" the mills. The answer is a refusal to unionize the mills, as suggested by the lodge, and says that since the lodge's representatives have made this the vital and paramount issue the company has considered it necessary to consider at length the wage schedules.

The company refers to its record during its four years' existence in regard to increasing the hours of work and increasing the pay of its employees, and says that if Eagle Lodge decides to strike because the company refuses to blacklist its old and faithful employees, there is no use in taking a week or so of the time of the general manager and the superintendents to go carefully over the wage schedules of all the different grades of work in all the different mills for the sake of employees no longer in the mills.

WANT MITCHELL TO RETURN.

Coal Miners Think He Can Fix Up the Conciliation Board Hitch.

WILKES-BARRE, Pa., May 30.—Officers of the Mine Workers desire President Mitchell to come to this city, fearing that the men may get beyond their control and declare strikes unless there is a meeting of the conciliation board without further delay. The men are growing more restive and aggressive every day and they take the effort of District President Nichols, Doty and Fahey to serve on the conciliation board, and the fact that they are the Mine Workers, as the strike commission specified they should be, as an effort by the operators to delay the meeting.

The district presidents who went to Buffalo today will endeavor to get President Mitchell to return with them.

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DIED.

ARMSTRONG.—Friday, May 29, Emma Rose, daughter of James and Frances W. Armstrong, 288 President st., Brooklyn.

Funeral services Monday, at 2 o'clock.

HUGHES.—Friday, May 29, at his late residence, 62 Leonard st., Greenpoint.

Solomon reuben, son of St. Anthony's R. C. Church, Monday at 10 A. M. Interment Calvary.

LEWIS.—At the Buckingham Hotel, Saturday, May 30, Laura M. Lewis, daughter of the late George and Clara Lewis.

Relatives and friends are invited to attend funeral services at the residence of her sister-in-law, Mrs. George Lewis, 411 Fifth av., Monday, June 1, at 10 A. M.

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